

ASK FOR
SUTTON GARDENS
LONDON
OLD TOM GIN
COBRA BRAND
SOFT AS CREAM.
AGENTS:
HUMAN & BERBLINGER.
[670]

Hongkong Daily Press.

ESTABLISHED 1857

ON SALE
THE
DIRECTORY & CHRONICLE
FOR 1910.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,286. 號六十八百二千六萬一第 日九念月五年二統宣 HONGKONG, TUESDAY, JULY 5th, 1910. 二拜禮 號五月七年十一百九千一英港 價銀, \$3 PER MONTH.

**NEW
PIANOS
ON HIRE**
AT
\$10 PER MONTH.
TUNING AND REGULAR
ATTENTION INCLUSIVE.

**S. MOUTRIE &
CO., LIMITED.**
[a34-1]

**CHINA MUTUAL LIFE
INSURANCE CO., LD.,
OF SHANGHAI.**
DIRECTORS AND OFFICERS.
ALEXANDER McLEOD, Esq., Chairman.
C. STEPHANUS, Esq.
LEE YUNG SU, Esq.
J. H. McMICHAEL, Esq.
C. R. BURKILL, Esq.
J. A. WATTE, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NAIM, Esq., Actuary.
A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.
Insurance in Force ... \$34,654,152.00
Assets ... 7,114,490.08
Income for Year ... 3,073,834.81
Total Security to Policyholders 7,883,852.53
LEFFERTS KNOX, Esq., Hongkong, Can-
District Manager. toh, Manao
B. W. TAPPE, Esq., and the
District Secretary. Philippines.
[a172] ALEXANDRA BUILDING, HONGKONG.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory.
In Bags 250 lbs. net \$3.45 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a728]

**DR. M. H. CHAUN,
DENTAL SURGEON**
33, QUEEN'S ROAD CENTRAL.
1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 125.
Hongkong, 27th January, 1910. [364]

**SIEN TING
SURGEON DENTIST.**
No. 10, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [432]

**PEAK TRAMWAYS COMPANY
LIMITED.**
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
Every 4 hours.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.45 a.m. to 12.00 Noon Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [476]

LANE, CRAWFORD & CO.
(Telephone 97).
ENGLISH MADE
GENTLEMEN'S
WHITE CANVAS SHOES
\$6.00 AND \$7.00 PER PAIR.
WHITE CANVAS BOOTS
SMART TOES. \$7.00 PER PAIR. MEDIUM TOES.
AMERICAN MADE
CHAMPAGNE KID SHOES
SPECIAL VALUE. \$6.00 PER PAIR. SPECIAL VALUE.
LANE, CRAWFORD & CO.
[a28]




COURVOISIER
JARNAC-COGNAC
Maison Fondée 1828.
DISTILLERS OF FINE LIQUEUR BRANDIES
SUPPLIED TO THE PRINCIPAL CLUBS, HOTELS & RESTAURANTS THROUGHOUT
THE WORLD.
Sole Agents - Caldbeck Macgregor & Co

**C. LAZARUS & CO.,
CALCUTTA.**
MANUFACTURERS OF
HIGH-CLASS BILLIARD TABLES
AND
ACCESSORIES.
CUES, CUE TIPS, WAFERS, BALLS.
CATALOGUE ON APPLICATION.

C. LAZARUS & COMPANY,
60 & 61, BENTINCK STREET, CALCUTTA.
[a747-2]

PEARSON'S HYCOL
CO-EFFICIENT 18/20.
The most Powerful Disinfectant in the World.
Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government
Standard Test on Typhoid Germs. Certificate of Strength given to each buyer.
Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.
PRICES:
\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

Pearson's Saponified CRESOL
PRICES:
Co-Efficient 10; \$1.95 per 1 gallon Drum.
" 5; \$1.75 per 1 gallon Drum.
Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strength of their products
(in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then com-
pare the result with our HYCOL. This is the only way you can arrive at the Germ Killing
Properties and at the true value of a Genuine Disinfectant Fluid.
SOLE AGENTS for HONGKONG,
SOUTH CHINA and JAPAN
DODWELL & CO., LTD.,
For Pearson's Antiseptic Co., Limited.
[a1113]



**MITSUBISHI DOCKYARD
AND ENGINE WORKS.**
All A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.
AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.
Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.
No. 1 ... 510 ft. 77 ft. 26 ft.
No. 2 ... 350 ft. 53 ft. 24 ft.
No. 3 ... 274 ft. 88 ft. 34 ft.
1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.
AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.
Floating Docks. No. 1. No. 2.
Lifting Power 7,000 Tons. 12,000 Tons.
Max. Length of Ship taken in 460 Feet. 580 Feet.
" Breadth " " 56 " 56 "
" Draft " " 22 " 25 "
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Shearlegs, capable of lifting 40 ton weight. [689]
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

INTIMATIONS
COMING! COMING!
THE
**HIPPODROME
CIRCUS**
AND
MENAGERIE.
FOR A SHORT SEASON ONLY.
NEW ARTISTS
FROM ALL PARTS OF THE WORLD.
WATCH FOR DATE.
LOCATION:—
CAUSEWAY BAY.
Box Plan ROBINSON PLANO Co.
K. BYZACK, Proprietor and Manager.
G. O. ABELL, Director.
J. ROSS, Vice Representative.
A. JACKSON, Representative.
Hongkong, 4th July, 1910. [799]

**THOUSANDS OF DOLLARS ARE
SAVED BY THE EXPENDITURE
OF AS MANY CENTS**
By the Use of
SOLIGNUM.
The Wood and Brickwork Preservative which
really does what is claimed for it. IT IS
ABSOLUTE DEATH TO THE WHITE
ANT.
Extensively used by the British Government
at Home and Abroad, by H.M. War Department,
at Hongkong, the Imperial Maritime Customs
and all large local concerns.
Prospectus samples and all information from
the General Agents,
SIEMSEN & Co.
(Machinery Dept.), Hongkong.
[748]

GRACA & CO.
27, DES VEAUX ROAD.
Dealers in
**ASIATIC POSTAGE STAMPS AND
PICTORIAL POST CARDS.**
JUST Received a Selection of POSTAGE
STAMP CATALOGUE for 1910.
Enquire about Postage Books, Novels, Postage
Stamp Albums with Movable Leaf, Puzzle Post
Cards, School and Shopping Bags, Dolls, Toys,
Cigars, Cigarettes, &c., &c.
Inspection Invited. [789]

STYLISH LADIES
will appreciate the Magnificent Assortment of
beautiful CHEEPOO HAND-MADE LACES
now showing at HOOSAIN-ALI'S:
SILK LACES and Insertions.
LINEN THREAD LACES and Insertions.
CLUNY LACES and Insertions.
TORCHON LACES and Insertions.
VALENCIENNE LACES and Insertions.
Call Early before we are Sold Out. Pattern
Book free. Don't forget the address:
HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 18th June, 1910. [707]

FOR SALE
NOW ON SALE.
HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1909.
REVISED BY THE MEMBERS.
PRICE - - - \$3.
DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]
FOR SALE.
REMAINING Portions of MARINE
LOTS 51 and 56, at PRAYA EAST.
Approximate Area, 43,000 Square Feet.
TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR
PURCHASERS.
MARINE LOT
No. 285
**EXTENSIVE WATER
FRONTAGE, DEEP WATER.**
Apply—
G. FENWICK & Co., Ltd.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1905. [84-168]

CHEAP SALE.
PIECE GOODS AND CLOTHS
KAM SUN,
88, Queen's Road, Central.
Hongkong, 22nd June, 1910. [768]

KIDNEYS
**AUSTRALIAN SHEEP'S
KIDNEYS**
60 CENTS PER DOZ.
THE
DAIRY FARM CO., LTD.
[42]

SINGON & Co.
IRON, Steel, Metal and Hardware Merchants
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers. General
Storekeepers and Shipchandlers. Nos. 35 & 37,
Hing Loong Street, (2nd St., west of Central
Market). Telephone No. 515. [496]

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.
**FURNITURE AND PHOTO GOODS
STORE.**
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [546]

HOTELS
HONGKONG HOTEL
FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lift to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a53]

**KING EDWARD
HOTEL.**
A HIGH CLASS HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a563]

ORIENTAL HOTEL
No. 2, QUEEN'S ROAD CENTRAL.
A THOROUGHLY FIRST-CLASS AND
UP-TO-DATE HOTEL.
SITUATED in the most central position.
Large and airy Rooms. Hot and Cold
Water Baths. Gas and Electric Light.
Cuisine entirely under European Supervision.
Private Bar and Billiard Rooms. Monthly
Rates for Tiffin and Dinner. Terms moderate.
FREDERICK REICHMANN,
Proprietor and Manager,
(late Manager of J. LYONS & Co. (Trocadero)
leading Caterers in London, and of the
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
—TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong,
Hongkong, 16th April, 1910. [a542]

"BRAESIDE."
PRIVATE HOTEL.
STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone, No. 650.
Apply to—
Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a56]

VICTORIA HOTEL
SHAMEN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL
MACAO
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTER OF PRAYA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAUFFERS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER
Proprietor.
[a1623]

"BOA VISTA"
(HOTEL-SANTARIUM OF SOUTH
CHINA).
MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (S.S. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centers.
Cable Address—"BOAVISTA."
For Terms, apply to
[a213] THE MANAGER.

報新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press).
PUBLISHED DAILY.
Is the oldest and still immeasurably the best
Advertising medium among the
Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China
Indo-China, etc.
Terms for Advertising (Translation free) can
be obtained at the Office, 10A, Des Vaux Road
Central, Hongkong; 131, Fleet Street, London,
or from the different Agents.
Documents translated from or into Chinese
or Colloquial Chinese.

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

ROBT. PORTER & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

IN PINTS & SPLITS.

A. S. WATSON & CO.
LIMITED,

ALEXANDRA BUILDINGS.

[25]

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news
column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.All letters for publication should be written on
a single sheet of paper only.
No anonymously signed communications that
have already appeared in other papers will be
needed.Orders for extra copies of DAILY PRESS
should be sent before 11 a.m. on day of
publication. After that hour the supply is
limited. Only supply for Cash.
Telegraphic Address: PRESS.
Code: A.B.C. 5th Ed. Lieber.
P. O. Box, 84. Telephone No. 12.

BIRTH.

On Sunday, June 26th, at 28, Muirhead Road,
Shanghai, to Mr. and Mrs. H. G. Hill, a son,
HAROLD BERTRAM.HONGKONG OFFICE: 10A, DES VOUT ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 5TH, 1910.

COUNT OKUMA, the veteran Japanese statesman, was recently interviewed by the correspondent of a German paper on the situation in the Far East and the possibility of the maintenance of peace. The peculiar position occupied by Count OKUMA in Japanese politics gives his utterances a unique quality. He is a free-lance among the statesmen and he has all the irresponsibility of a free-lance, with the result that his utterances sometimes reveal more of the workings of the Japanese mind than those of members of the Government. Perhaps it is for this reason that Count OKUMA does not occupy that position in the direction of the affairs of his country to which his talents assign him. One thing which the Japanese Government demands of its servants is implicit obedience and discretion. Originality of thought is severely repressed, a repression which no doubt has its advantages, but equally its disadvantages. Count OKUMA, who is not exactly original himself, has shown this sympathy on many occasions by giving asylum in his college at Waseda to professors whose views on matters of Japanese history, etc., have not been of the orthodoxy which the Imperial Universities demand. The result, it may be noted, is that Waseda College is turning out some of the brightest intellects of the country—men who are destined some day to take a leading part

in the affairs of the country, though probably not from the Government side. Count OKUMA is thus a unique force in the country, and his remarks, even though they at times display a lack of profound belief, are always of interest. To the German correspondent Count OKUMA spoke of Japan's intentions with regard to China, a subject the importance of which cannot be over-estimated. Some shallow thinkers have advanced the opinion that it is not in Japan's interests to develop the resources of China, except in in so far as she can exploit them for her own advantage, and a feeling has been created that the policy of the Japanese Government is not altogether unaffected by this idea. China, with its millions, is to be Japan's market, and the development of China is only to go so far as the appreciation of Japanese goods is concerned. While it is impossible that such an idea should be seriously entertained, and equally impossible that it should be fulfilled, it would appear that the phrase "extension of trade" is too often taken to mean an extension of Japan's trade with China, not an extension of China's trade with Japan. In 1904, just after the outbreak of the Russo-Japanese War, the then Japanese Minister for Agriculture and Commerce declared that the result of the war between Japan and China was the driving back of the Chinese merchant in Korea and the establishment of Japan's trade in that country with great profit. In the war with Russia they were to take from the Chinese merchants the trade with China. It is such utterances as this which give birth to the idea that Japan's policy is not one of "give and take," but of "take" only. How does Count OKUMA approach the question? Japan undertook her wars, he says, not from a heedless thirst for glory, but to protect her own living interests. Now the country had only one desire—to preserve peace with her neighbours as long as possible. China, however, offers the most serious problem for the near future. Apparently by this Count OKUMA means that China is the only menace to the peace of Japan, but he fails to explain in what way any menace obtains. Instead he makes a sweeping criticism of the Chinese nation, as having only a thin layer of cultured people, the great mass of her populace being entirely in the thrall of barbarism. Curiously enough, this is just what foreign observers have said of Japan, although perhaps not quite so baldly. But neither in Japan nor in China can the mass of the people be described as barbarous. The Chinese certainly do not display any barbarian tendencies, taking the nation as a whole. They are, of course, capable of being aroused to acts of gross cruelty, but only under the stress of misgovernment. According to one correspondent, the recent riots in China were the result of a political movement, having for its object the overthrow of the Manchu rulers and the maintenance of China for the Chinese. The robbing and plundering were, therefore, no more a sign of barbarism than, say, the riots in Tokyo on the conclusion of the Russo-Japanese war. Again, the principal characteristic of barbarism is aggression, but this is a quality from which the Chinese are singularly free. However, Count OKUMA has decided that the great mass of the Chinese are barbarians, and therefore the task of the civilised nations must be the creation in China of enlightenment and culture. The best means to effect this is the extension of trade and the establishment of schools. Here again one is puzzled to know what is meant by the extension of trade. Is it the extension of China's trade, or the trade of the civilised Powers? Perhaps the former, for, according to Count OKUMA, Japan now invites all the nations of Europe and America to join with her in this peaceful work in China—a work, it may be remarked, which was begun by the other civilised Powers, before Japan had opened her doors to the foreigners. But it is true that the menace to the peace of the Far East is the lack of enlightenment and culture in China? If enlightenment and culture mean a strong government, and the usual accompaniments of a strong government—a strong army and navy—then everybody must agree. But this merely implies it is the weakness of China and the aggressions of the civilised Powers which make peace uncertain. If, during the process of enlightenment and culture, the Powers uphold the authority of the Chinese Government, and do nothing to weaken it, then well and good; but no amount of enlightenment and culture will prevent strife if the Government is to be treated as that of a vassal State, whose doings must be scrutinised and thwarted when they show any signs of independence of action. Count OKUMA's remarks, therefore, do not touch the real root of the matter. A peaceful

settlement might, indeed, be obtained by dividing the enlightened and cultured—probably therefore enervated—China among her neighbours, but this would be more satisfactory to the neighbours than to China.

It is stated in a Home paper that King Manuel of Portugal has manifested a desire to abdicate in favour of his uncle Dom Alfonso.

Colonel Saito, chief officer in command at Kwangtung, between Korea and Manchuria, has arrived in London from Japan.

The Dutchman, Mr. Arnold Saey, who is walking round the world, and who passed through Hongkong last month, reached Shanghai last week.

The presentation of the address by the Farsoo community of Hongkong and Canton to Sir Hornumjee Mody is to take place at the Farsoo Club to-morrow evening.

Mr. G. N. Orme returned to the Colony on Sunday, having made the journey Home and back in the three months' leave granted to him. He had over a month in England.

The health of Hongkong last week was very satisfactory. The return of communicable disease shows only two cases of plague, both fatal, there being no cases of other disease reported.

For stealing a quantity of knives and forks from barracks, Mr. E. E. Hallifax at the Magistracy yesterday sentenced a Chinese to two months' imprisonment with hard labour and six hours' stocks.

Specially licensed chairs commenced plying for hire at Shaukiwan yesterday. It is considered that these will supply a long felt want, and if the experiment is successful, more will be provided.

Sympathy will be extended to Colonel Chamier, commanding the Royal Artillery in Hongkong, on the death of his father, Lieutenant-General Stephen H. E. Chamier, C.B., who died last month.

Sergeant Taylor charged a Chinese clerk from the Treasury and another Chinese before Mr. J. R. Wood at the Magistracy yesterday with obtaining a sum of money by false pretences. The hearing was adjourned.

Credit where credit is due! The Siberian mail which left London on June 15th was delivered yesterday, which, making allowance for the difference in time, means that only eighteen days was occupied by the mail in transit.

Plague has invaded the telegraph office in Pakhoi, and, according to information, has carried off the telegraph operator and two out of the four messengers. The result is that the office has been closed down, as there is no one available to receive or send messages.

It is probable that the railway line will be opened to traffic about the beginning of next month. As the wheels for the carriages have not yet arrived a number of waggons are being fitted with seats and will be utilised until the carriages are ready. It is unfortunate that, other things being ready, such a delay should have occurred.

The boatwain of the s.s. Mongolia appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of having five tins of opium in his possession. He told his Worship that the chief officer of the steamer discharged the second boatwain, and that seaman, before leaving the ship, told him that he would "fix" him. Defendant was discharged.

Says the Malay Mail—A distressing incident occurred on the Court Hill this morning. It appears that it had been found necessary that a Pathan, who had been promoted from policeman to detective, should return to his original rank. On being informed of this by the Detective Inspector in his office, the unfortunate man stepped from the office, and, standing on the threshold, drew a revolver and shot himself through the heart. The bullet passed right through the man's body and travelled through the office, fortunately without hitting any of those there at the time.

A ROYAL MARRIAGE.
ROMANCE OF A GERMAN PRINCE.

In the New Palace, Potsdam, last month Prince Friedrich Wilhelm of Prussia was united in marriage by the Court Chaplain, the Rev. Dr. Dreyer, to Princess Agathe of Saxe-Coburg. Prince Friedrich Wilhelm is the youngest son of the late Prince Albrecht of Prussia, and was born on July 12, 1880. The Princess Agathe was born on July 24, 1884.

The marriage took place in the presence of the Emperor and Empress and all the Royal Princes and Princesses of the Imperial family, and was celebrated with the pomp and dignity for which the German Court is famous all over the world. The bride's train was held by four young and beautiful ladies. Countess Schwinitz, Countess E. von Eulenburg, and Countess E. von Eulenburg. This wedding is the culminating point in a Royal romance which shows the enormous power wielded by the Kaiser. Prince Friedrich Wilhelm has two elder brothers, Prince Friedrich Heinrich and Prince Joachim Albrecht, who, on the death of their father, succeeded to the majority of the princely property. But during their youth they indulged in many escapades and incurred the displeasure of the Kaiser.

The Kaiser, as Head of the Hohenzollerns, by the inviolable and ancient laws of that house, has the supreme right over all the property of his kinsmen, and can do with it what he pleases. At various times he has partitioned and bequeathed the two elder brothers, but in vain, and at last he decided to disinherit them and to hand over the property to the younger brother, Prince Friedrich Wilhelm, who has always been noted for his diligence and application to duty.

After the wedding festivities were over the Prince and his wife proceeded to Castle Seibenberg in Glatz.

TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1884.]

[DAILY PRESS EXCLUSIVE SERVICE.]

CHINA AND THE RUSSO-JAPANESE AGREEMENT.

PEKING, July 4th.

The Chinese are intensely interested in the Russo-Japanese agreement. They understand that it contains no reference to Korea, but that it strengthens the agreement of 1907.

CURRENCY REFORM IN CHINA.

PROGRESSIVE MEASURES.

PEKING, July 4th.

At a meeting of Chinese bankers held to-day it was decided to form an association with branches in the provinces in order to assist and explain the currency reform, which the Government is steadily elaborating on practical lines.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

DEATH OF A LIVERPOOL M.P.

LONDON, July 2nd.

Mr. C. Macarthur, Unionist M.P. for the Kirkdale division of Liverpool, is dead.

[Deceased sat for the Kirkdale division since 1907, previous to which he represented the Exchange division. He was chairman of the National Law Association, formerly chairman of the Commercial Law Committee, and President of the Liverpool Chamber of Commerce.]

THE CRETAN PROBLEM.

SUGGESTED ADDITION TO EUROPEAN CONCERT.

LONDON, July 3rd.

It is reported from Constantinople that the anti-Greek boycott is slackening.

The Porte has asked Germany and Austria whether they are prepared to join the concert of Powers protecting Crete with a view to reaching a definite settlement of the question.

THE HEAVY-WEIGHT CHAMPIONSHIP.

LONDON, July 4th.

A Reuter's despatch from Reno, Nevada, states that the active training of the principals, Jeffries and Johnson, in the World's Heavy-Weight Boxing Championship has ceased. Everything is in readiness for the contest.

Jeffries is a pronounced favourite, odds of 10 to 6½ being laid on him.

The purse totals £20,200, which constitutes a record stake.

ANOTHER AVIATION TRAGEDY.

LONDON, July 4th.

At the opening of the Rheims Aviation Meeting to-day the aviator Dachtler flew sixty miles in his aeroplane, when the framework collapsed, and he fell headlong, a distance of 600 feet, and was killed.

The tragedy was witnessed by the mother, sister, wife and child of the aviator.

IRISH LAND STOCK.

LONDON, July 4th.

The 4 per cent. Irish Land Stock, amounting to four millions, has been issued at £92 10s.

[FROM THE "N.C. DAILY NEWS"]

FIRE AT HANKOW.

HANKOW, June 25th.

A huge conflagration has been caused here by drifting kerosene junks. The fire swept along the Bund, and destroyed Messrs. Butterfield & Swire's Walk, numerous pontoons and four launches. On shore hundreds of houses in the city were destroyed.

COUNTY CRICKET.

LONDON, June 27th.

The following are the results of the cricket matches played on June 23, 24 and 25:—

Middlesex beat Hampshire at Portsmouth by 118 runs; Nottinghamshire beat Leicestershire at Leicester by 126 runs. The matches between Somersetshire and Worcester at Worcester, Warwickshire and Yorkshire at Birmingham, Essex and Lancashire at Leyton and Kent and Surrey at Bournemouth, were abandoned.

INDEPENDENCE DAY.

The American national festival was observed in Hongkong in a manner which must have been gratifying to the sons and daughters of the great republic. Not only did all the war vessels in the harbour—American, British and Portuguese—dress ship, but the big representatives of the mercantile marine of several nations introduced bunting very effectively.

The American community celebrated with their usual enthusiasm. With most the day was regarded as a holiday. Mr. Stuart Fuller, American Vice-Consul, received ceremonial visits from colonial officials and the consular body, and was later "at home" to Americans and friends. A reception was held at the office of the Standard Oil Company, another took place on the *Tenyo Maru*, and an "at home" was given on board the U.S. gunboat *Wilmeton*.

A salute was fired at noon.

TYPHOON SIGNALS.

Much excitement prevailed on the harbour last night when the signals, three green lights, proclaiming a typhoon beyond 500 miles of the Colony, were hoisted. Even in the darkness the considerable movement was noticeable, and the constant blowing of whistles of launches engaged in towing small craft to shelter confirmed the impression of unrest. The wind freshened as the night advanced, and the usual precautions were taken ashore as well as afloat.

A NEW ARMY RIFLE.

There is a likelihood, writes a correspondent, that the whole Army will, before long, be re-armed with a new rifle, of smaller bore than the present. It is understood that the War Office Committee, which has been considering the subject, are in favour of that course.

With a bullet smaller in diameter than the one now in use, and furnished, moreover, with a sharply pointed instead of round nose, the resistance of the air to its passage is greatly diminished, and with a powerful charge to impart a very high initial velocity it has been found that an almost flat trajectory is possible, even where the marksmen and the object aimed at are a great distance apart.

Another consideration is that the new rifle would be somewhat lighter than the old, and the ammunition would also be lighter, round for round, both important advantages.

It is understood that the committee has also taken into account the relative destructiveness of the bullets.

WOMEN AT SALES.

A vivid description of the conduct of women at sales was given during the hearing of a shoplifting case at the Marylebone Police Court the other day.

Miss Buckles, a shop assistant, said an enormous crowd of women attended a sale held by Messrs. Kennedy Clarke, drapers, Edgware Road.

"Some were outside the shop as early as six o'clock in the morning," she continued. "Owing to the pressure of the crowd one of the shop windows fell in, and was smashed. Directly the bolt of the door was pulled back the door flew open with great force owing to the pressure behind it."

"The crowd was composed of women, all wailing for bargains," suggested Mr. Freke Palmer, the solicitor.

"Yes," Miss Buckles agreed. "Often when one woman has picked up an article she wants another woman who wants it will snatch it out of her hands."

"Oh, yes. And between them the article is sometimes torn to shreds."

"Do not give away your sex more than you are obliged," Mr. Plowden advised.

CRICKET RULE THAT IS OFTEN BROKEN.

The following important notice affecting the laws of cricket, has been issued by the Marylebone Cricket Club:—

"The M.C.C. committee consider it necessary to call attention to objectionable, if not illegal, action on the part of batsmen, which the committee know from their own observation, and hear from members, is becoming a practice."

"After playing the ball, the batsman, if the ball is within his reach, knocks it back to the bowler, although his 'wicket' is in no danger, thereby, in the opinion of the committee, infringing the spirit of Law 2."

"This is usually done when the wicket-keeper is standing back, and the committee have observed, not infrequently, cases in which an easy run ought to have been made. The committee venture to suggest that this is a bad practice, and hope that cricketers will support them by discontinuing it."

LATEST STEAMER MOVEMENTS.

The Ben Line str. *Benwick* from London, &c., left Singapore on the 2nd inst. for this port.

The Apar str. *Gregory* from Calcutta, left Singapore on the 3rd inst. a.m., and may be expected here on or about the 9th inst.

The I.G.M. str. *Kleist*, carrying the German Mails with dates from Berlin of the 15th ult., left Colombo on the 2nd inst. p.m., and may be expected here on or about the 13th inst.

The I.G.M. str. *Luetow*, which left here on the 20th ult., at 10 a.m., arrived at Shanghai on the 2nd inst., at 7 p.m.

The C.P.E. Co's str. *Empress of China* arrived at Kobe at 5.30 p.m. on the 1st inst., and left again at noon on Saturday for Shimoda, where she is due to arrive at 8 a.m. on the 3rd inst.

The P. & O. S. N. Co's str. *Candia* left Singapore for this port on the 2nd inst., at 5.30 p.m., and is due here on the 8th inst., at about 6 a.m.

The P. & O. S. N. Co's str. *Sunda* is expected to arrive at Penang on the 5th inst., at noon.

COMPANY MEETING.

HONGKONG ICE COMPANY, LTD.

An extraordinary general meeting of shareholders in the above company was held yesterday at the offices of the general managers, Messrs. Jardine, Matheson & Co. The Hon. H. Kewwick presided, and there were also present: Messrs. G. K. Haxton, Graham, Barton, A. Rodger, J. Barton, H. W. Lecker, L. N. Leefe, J. Johnston, Ho Fook, Lo Cheung Shin and C. L. Maxwell (secretary).

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen, The purpose of this meeting is to authorise the general managers to make a considerable addition to your property and plant. Our business in cold storage and the making and sale of ice is gradually increasing, and it is very necessary for us to anticipate, before other people do, the requirements of the Colony. What I am going to ask you to authorise to-day is the purchase of a machine with all its accessories, capable of turning out 25 tons of ice per day, the purchase of some 18,000 square feet of land from our neighbours, the China Sugar Refinery, and the erection of two cold stores complete. The cost of all this will be quite considerable, close on two lots of dollars. Now, as to where the money is to come from, you have wisely in the past made provision for contingencies, and have accumulated a fund of \$150,000. The general managers consider that the time has now come to make use of this amount, and they will arrange for any balance required at the ordinary rate of interest. An economy might be effected by installing a can plant instead of a plate plant, but it would only be in the first cost, and be more apparent than real. You will be glad to hear that the experience of the Colony is beginning to show that our ice is better all round than can ice and that it lasts longer; we are in consequence regaining customers who were induced to try the cheaper product, and I am confident that we shall be able to dispose of our increased production very satisfactorily. I therefore propose that the general managers be authorised to proceed with the additions as set forth, but before putting it to the vote I shall be glad to answer any questions you may wish to put.

There being no questions.

The CHAIRMAN moved that the general managers be authorised to carry out the scheme for the addition to property and plant.

Mr. H. W. LOOKER seconded and the motion was carried unanimously.

The CHAIRMAN—That is all the business of the meeting, gentlemen. Thank you for your attendance.

THE CHARGE AGAINST JOHN GRANT.

The hearing of the charge preferred against John Grant, formerly a surveyor in the Public Works Department, of obtaining \$10 by false pretences, was continued before Mr. E. R. Hallifax at the Magistracy yesterday afternoon.

Detective-Sergeant Appleton prosecuted, and Mr. J. H. Gardiner represented the defendant.

Wong Lim Po, recalled, was cross-examined by Mr. Gardiner. He said he was introduced to defendant by the latter's cook on April 17th. He did not remember the cook's name, but he was introduced with the idea of defendant obtaining all his provisions from witness. He gave defendant a pass book. At 5 p.m. on the 19th defendant handed witness a cheque, asked him to give him \$10, and told him he could collect the amount later at the bank. He did not debit the defendant with the \$10 until the Dairy Farm returned the cheque on the 23rd. Defendant had asked him to present the cheque at the bank, but he did not do so.

Didn't the defendant call to see you on the afternoon of the 20th?—No.

I put it to you that he did?—He may have called when I was out.

You were aware that this cheque had been dishonoured?—Not until I received it back.

You said you would have refused to give the defendant \$10 if you had known his cheque would be dishonoured?—Yes.

But you continued giving him credit?—Yes.

When the cheque was returned what did you do with it?—I wished to give it to him back and get my \$10.

Why didn't you?—When I went to look for him I could not find him there.

In reply to Sergeant Appleton, witness said defendant was indebted to him in the sum of about \$70. He had tried to collect this amount since defendant left off dealing with him, but he had been unable to locate Grant.

His Worship—You've had no payment from him at all?—Not a single dash.

Would you have given the defendant \$10 on an I.O.U.?—No.

E. Abraham spoke to being a clerk in the Chartered Bank. He knew the defendant, who opened an account at the Chartered Bank on March 1st. The pass book produced, belonging to the defendant, was up to date. On April 1st the balance at the credit of defendant's account was 34 cents. More than four cheques had been presented on this account, but they were returned. Since the account had been opened the Bank had not received a letter from defendant stating that he had lost his cheque book, and asking them to stop payment.

In cross-examination witness stated that on March 31st defendant had a credit balance of \$8.34.

If his cheque for \$10 had been presented on April 1st would you have honoured it?—No.

You have overdrafts on your books?—Yes.

You cannot say that this cheque was not post dated?—No.

After further evidence the hearing was adjourned.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?


They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GILLY & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [230]



COLEMAN'S WINCARNIS.

THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.

No. 22, Museum Road, Corner of Scotch Road, Shanghai. [714]

VISITORS AT HOTELS.

HONGKONG HOTELS.	
Mr. P. B. Adams	Mr. G. B. Maete
Mr. and Mrs. J. T. Andrew	Mr. W. E. Maud
Mr. J. H. Backhouse	Mr. D. O. Varrault
Mr. B. H. Bannister	Mr. K. A. Mosey
Mr. W. H. Baxendale	Mr. J. McRae
Mr. A. Biggs	Mr. G. C. McRae
Mr. P. J. Buckland	Mr. and Mrs. W. J. McKie
Mr. and Mrs. D. S. Caddell	2 children
Mr. M. O. Carey	Mr. and Mrs. J. O. Mendel
Mr. S. P. Clement	Mr. S. P. Mendel
Mr. W. J. Clement	Mr. W. A. Menden
Mr. and Mrs. C. Ostrom	Mr. J. G. Minor
Mr. W. J. C. Ostrom	Mr. A. B. Moulder
Mr. M. Darnach	Mr. T. T. M. Rait
Mr. E. Deane	Mr. H. J. Moore
Mr. E. Deane	Mr. J. D. Morrison
Miss A. Doolan	Mr. E. D. Munro
Mr. A. E. Doolan	Mr. M. E. Parley
Mr. and Mrs. H. C. Ebrons	Mr. T. T. M. Rait
Mr. H. E. Elliot	Mr. H. J. Moore
Mr. J. E. Evangelista	Mr. J. D. Morrison
Mr. S. B. Eyer	Mr. E. D. Munro
Mr. W. G. Eyer	Mr. M. E. Parley
Mr. J. C. Eyer	Mr. T. T. M. Rait
Mr. H. G. Fisher	Mr. H. J. Moore
Mr. F. Finell	Mr. J. D. Morrison
Mr. M. Friedman	Mr. E. D. Munro
Mr. A. G. Friedman	Mr. M. E. Parley
Mr. W. G. G. G. G.	Mr. T. T. M. Rait
Mr. J. G. G. G.	Mr. H. J. Moore
Mr. H. G. G. G.	Mr. J. D. Morrison
Mr. S. B. G. G.	Mr. E. D. Munro
Mr. W. G. G. G.	Mr. M. E. Parley
Mr. J. C. G. G.	Mr. T. T. M. Rait
Mr. H. G. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M. Rait
Mr. H. J. G. G.	Mr. H. J. Moore
Mr. J. D. G. G.	Mr. J. D. Morrison
Mr. E. D. G. G.	Mr. E. D. Munro
Mr. M. E. G. G.	Mr. M. E. Parley
Mr. T. T. G. G.	Mr. T. T. M.

FORTHCOMING EVENTS.
Wednesday, 6th July.—Meeting of the Licensing Board in the Colonial Secretary's Office, 2.15 p.m.

SHIPPING.

ARRIVALS.

ARMAND BEHIC, French str., 3,594, Gulonnet, 4th July—Shanghai 2nd July, General—Messageries Maritimes.
CHENAN, British str., 1,349, Jones, 3rd July—Shanghai 30th June, General—Butterfield & Swire.
ERNEST SIMONS, French str., 2,892, R. Gerard, 3rd July—Marseilles 10th June, General—Messageries Maritimes.
HELENE, German str., 771, Bendixen, 3rd July—Swatow 1st July, General—Jensen & Co.
KOREA, American str., 5,651, S. Sandberg, 4th July—San Francisco via ports 7th June, General—P. M. S. S. Co.
KUBONOW, British str., 1,215, G. Hooker, 4th July—Tientsin 24th June, General—Butterfield & Swire.
LOONGSANG, British str., 1,092, Z. Wheeler, 4th July—Manila 1st July, General—Jardine, Matheson & Co.
MANDARIN, Japanese str., 3,246, K. Shimidzu, 4th July—Mito 27th June, Coal—Mitsui Bussan Kaisha.
MORRIS, British str., 3,018, Clark, 3rd July—Yokohama 21st and Shanghai 29th June, General—Butterfield & Swire.
NIKKO MARU, Japanese str., 7,439, M. Yagi, 4th July—Manila 2nd July, General—Nippon Yusen Kaisha.
RUBI, British str., 1,619, A. Fraser, 4th July—Manila 1st July, General—Shewan, Tomes & Co.
TAISEN, Chinese str., 1,216, R. G. Paramore, 3rd July—Shanghai 30th June, General—C. M. S. N. Co.
YUSHUN, Chinese str., 1,079, C. A. Westerlund, 4th July—Tientsin 27th and Chefoo 28th June, General—C. M. S. N. Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
4th July.
Amigo, German str., for Hoihow.
Armand Behic, French str., for Europe, &c.
Fochon, British str., for Saigon.
Haiting, British str., for Swatow.
Helene, German str., for Hoihow.
Johanne, German str., for Pakhoi.
Kaschiro, British str., for Canton.
Kumera, British str., for Vancouver.
Memnon, British str., for Singapore.

DEPARTURES.

4th July.
CHENAN, British str., for Canton.
ERNEST SIMONS, French str., for Shanghai.
HANOI, French str., for Pakhoi.
KAIFONG, British str., for Amoy.
KANBU, British str., for Canton.
MEMNON, British str., for Saigon.
MONGOLIA, American str., for San Francisco.
NAMANG, British str., for Shanghai.
SELVA, Norwegian str., for Moji.
TAISAN, Chinese str., for Canton.
YUSHUN, British str., for Manila.
YUSHUN, Chinese str., for Canton.

SHIPPING REPORTS.
The British str. *Chenau* reports: Moderate S.W. monsoon and high S.W. swell.
The British str. *Rubi* reports: Southerly winds and moderate sea, showery weather.

VESSELS IN DOCK.

July 4th.
Kowloon Dock—*Cloria*, *Savio*, *Bandier*, *Chouka*, *Huangho*, *H.M.S. Whiting*, *Clam*, *Edo*, *Ichibudai*, *Sui Chong*, *Zaffro*, *Valdeen*, *Sela*.
Cosmopolitan Dock—*Yestfold*.
Taikoo Dock—*Union*, *Shast*, *Hephastus*, *Tai On*, *Chinua*.

VESSELS ON THE BERTH

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
For NEW YORK VIA PORTS
AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

"INDRASAMHA," TO-DAY, 5th July, at 5 p.m.
For freight and further information apply to—
SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 2nd July, 1910. [740]

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)
STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also ENRIK and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERMANENT GULF and BAHAMAS, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI,"
Captain Moreau, will be despatched as above on TUESDAY, the 12th inst., at NOON.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 4th July, 1910. [4]

"GLEN" LINE OF STEAMERS.
For LONDON, HAMBURG AND ANTWERP.

THE Steamship
"GLENLOCHY"
Will be despatched for the above Ports on FRIDAY, the 15th inst.
For Freight and/or Passage, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 2nd July, 1910. [798]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	MAITA	Brit. str.	—	G. M. Montford, R.N.	P. & O. S. N. Co.	About 13th inst.
LONDON, &c., via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 9th inst., at Noon
LONDON, HAMBURG & ANTWERP	GLENLOCHY	Brit. str.	—	Hayes	SHAW, TOMES & Co.	On 15th inst.
LONDON, ROTTERDAM & ANTWERP	FEMROKESHIRE	Brit. str.	—	Brehmer	JARDINE, MATHESON & Co., LD.	About 18th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	INDIAN	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 22nd inst.
COPENHAGEN & ST. PETERSBURG	SLAM	Dan. str.	—	—	MELCHERS & Co.	End of Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	ARABIA	Ger. str.	k. w.	—	MELCHERS & Co.	End of July.
HAYRE, ROTTERDAM & HAMBURG, &c.	BRASILIA	Ger. str.	k. w.	Filler	HAMBURG-AMERICA LINE	About Middle of Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERICA LINE	On 17th Aug.
MARSEILLES, &c., via PORTS OF CALL.	ARMAND BEHIC	Fr. str.	—	Guionnet	MESSAGERIES MARITIMES	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WESTPHALIA	Ger. str.	k. w.	K. Homma	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moess	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 20th inst., at D'light
MARSEILLES & HAMBURG VIA STRAITS, &c.	MOON	Ger. str.	k. w.	Malchow	HAMBURG-AMERICA LINE	On 3rd Aug., at D'light
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	INDONESIA	Am. str.	—	W. Harding	MELCHERS & Co.	On 14th inst., at 10 a.m.
NEW YORK VIA PORTS & SUEZ CANAL	WESTPHALIA	Am. str.	—	—	SHAW, TOMES & Co.	To-day, at 5 p.m.
BOSTON & NEW YORK	EMPEROR OF INDIA	Brit. str.	1 m.	—	ARMAND BEHIC & Co.	On 13th inst., at 4 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 16th inst., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KUMERIC	Brit. str.	—	G. B. McGill	CANADIAN PACIFIC R. CO.	On 16th Aug., at Noon
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	KUMERIC	Brit. str.	—	—	DODWELL & Co., LTD.	To-day.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 19th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 16th Aug., at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 13th inst., at Noon
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 24th Aug., at Noon
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst., at Noon
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 5th Aug., at Noon
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	MELCHERS & Co.	On 16th inst., at D'light
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 7th inst., at Noon
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	MELCHERS & Co.	About 25th inst.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Noon
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 8th inst., at 4 p.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Daylight
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	P. & O. S. N. Co.	On 7th inst., at 7 a.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	BUTTERFIELD AND SWIRE	On 7th inst., at 4 p.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	P. & O. S. N. Co.	On 9th inst.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	MELCHERS & Co.	About 13th inst.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 14th inst.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 14th inst., at 10 a.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 14th inst.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On 18th inst., P.M.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 26th inst., at Noon
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 28th inst.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	MELCHERS & Co.	End of July.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, at 10 a.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 10th inst., at 10 a.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	DOUGLAS LARPAKE & Co.	To-morrow, at 10 a.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	DOUGLAS LARPAKE & Co.	To-day, at 10 a.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	DOUGLAS LARPAKE & Co.	On 8th inst., at 10 a.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	DOUGLAS LARPAKE & Co.	On 12th inst., at 10 a.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 8 a.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst., at 8 a.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 8th inst., at 4 p.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	SHAW, TOMES & Co.	On 9th inst., at Noon
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 15th inst., at 4 p.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	SHAW, TOMES & Co.	On 16th inst., at Noon
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	MELCHERS & Co.	End of July.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	CARLOWITZ & Co.	On 12th inst., at Noon
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YANAGI MARU	YANAGI MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C.,
TACOMA & SEATTLE
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
KUMERIC	6,232	G. B. McGill.	5th July.
AYMERIC	4,363	J. Boyd	26th July.
SUVERIC	6,232	F. S. Cowley	23rd August.
OCEANO	4,657	F. W. Davies	27th September.
KUMERIC	6,232	G. B. McGill.	20th October.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 30th June, 1910.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, NAGASAKI, KOBE	"KLEIST"	17,000	About 13th July.
NAPLES, GENOA, ALGIERE	"ROON"	15,900	Thursday, 14th July, at 10 a.m.
GIBRALTAR, SOUTHAMPTON	"COBLENZ"	6,750	Saturday, 16th July, at D'light
ANTWERP & HAMBURG	"PRINZ WALDEMAR"	6,100	About 26th July.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY	"BORNEO"	5,050	End of July.
YOKOHAMA & KOBE			
KUDAT and SANDAKAN			

* Fitted with wireless Telegraphy New System of Teletankers.
For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 2nd July, 1910.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF INDIA" Sat., 16th July	"EMPERESS OF IRELAND" Fri., 12th Aug.
"EMPERESS OF JAPAN" Sat., 6th Aug.	"ALLAN LINE" Friday, 2nd Sept.
"MONTEAGLE" Tuesday, 16th Aug.	"EMPERESS OF BRITAIN" Fri., 23rd Sept.
"EMPERESS OF CHINA" Sat., 27th Aug.	"ALLAN LINE" Friday, 14th Oct.
"EMPERESS OF INDIA" Sat., 17th Sept.	"EMPERESS OF IRELAND" Fri., 4th Nov.
"EMPERESS OF JAPAN" Sat., 8th Oct.	

"Empress" Steamships leave HONGKONG at 6 p.m. at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the latest Wireless apparatus.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
Intermediate on Steamers \$43 " " \$45.
and 1st Class Railway " " " " \$45.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOUR-NIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FOUR-NIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES VIA PORTS	"ARMAND BEHIC"	On 5th July, 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE"	On 18th July, P.M.
MARSEILLES VIA PORTS	"TONKIN"	On 19th July, 1 p.m.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to—
P. THOMAS, AGENT,
Queen's Building.

Hongkong, 22nd June, 1910.

VESSELS ON THE BERTH

CANADIAN
PACIFIC
RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"KUMERIC."

FROM HONGKONG.

TO-DAY (TUESDAY), THE 5TH JULY.

FOR VANCOUVER DIRECT.

To be followed by

AYMERIC 26th July.
OCEANO 27th Sept.
KUMERIC 20th Oct.
Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.
For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO
Hongkong.

Hongkong, 23rd June, 1910. [769]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"
Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 9th July, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MACEDONIA," 10,512 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "CALEDONIA," due in London on the 21st August, 1910.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
B. A. HEWETT,
Superintendent.

Hongkong, 27th June, 1910. [11]

THE AMERICAN AND ORIENTAL
LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC"

will be despatched for the above Ports on WEDNESDAY, the 13th July, 1910.

For Freight apply to
ARNHOLD, KARBURG & Co.,
General Agents,
Hongkong, 21st June, 1910. [764]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	7 A.M., 7th July	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 9th July	See Special of Call.
SHANGHAI, TAKU, NA-GASAKI, MOJI, KOBE and YOKOHAMA	CANDIA	On 9th July	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MALTA	About 13th July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA	About 14th July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 5th July, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	CHIHI	On 5th July, 8 A.M.
MANILA	CHIHI	On 6th July, 3 P.M.
MANILA & SOERABAYA	CHIHI	On 6th July, 4 P.M.
SHANGHAI	CHIHI	On 7th July, 4 P.M.
TSINGTAI, CHEFOO & TIENTSIN	KUEICHO	On 8th July, 4 P.M.
HAIPHONG	KUEICHO	On 9th July, 8 A.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	On 27th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.Y.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$46 SINGLE and \$80 RETURN. Telephone 36. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th July, 1910

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 5th July, at 10 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 8th July, at 10 A.M.
"HAITANG"	Capt. A. H. Higgins	TUESDAY, 12th July, at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN,"	Capt. A. H. Stewart	WED'DAY, 6th July, at 10 A.M.
		SUNDAY, 10th July, at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blaise Pier). During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 5th July, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYBANG"	Wed'day, 6th July, 11 A.M.
TIENTSIN VIA SWATOW, WEI-HAIWEI & CHEFOO	"CHOYBANG"	Wed'day, 6th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wed'day, 6th July, Noon.
MANILA	"LOONGSANG"	Friday, 8th July, 4 P.M.
MANILA	"TIENTSANG"	Friday, 15th July, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUEISANG"	Tuesday, 26th July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUEISANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have modern improvements and are fitted throughout with Electric Light. A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 5th July, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN	"SIAM"	End of July.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to

MELOHRS & CO.,
AGENTS.

Hongkong, 12th July, 1910.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Ballings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.	FOR MARSEILLES, HAVRE & HAMBURG:
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. WESTPHALIA ... 6th July.
S.S. SCANDIA ... 14th July.	S.S. ARABIA ... 20th July.
S.S. SAXONIA ... 28th July.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SPEZIA ... 12th Aug.	S.S. SIBIRIA ... 22nd July.
S.S. ALESIA ... 26th Aug.	FOR MARSEILLES & HAMBURG:
S.S. AMBERIA ... 8th Sept.	S.S. MECKLENBURG ... 3rd Aug.
	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. BRASILIA ... About middle of Aug.
	FOR HAVRE & HAMBURG:
	S.S. SCANDIA ... 17th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

1910.

S.S. KIYO MARU ... 17,200 tons gross ...	Sail Aug. 24th, at Noon.
S.S. BUHO MARU ... 10,500 " " " "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000 " " " "	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building,
Hongkong, 31st January, 1910.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	AKI MARU Capt. K. Homma	7,000	WED'DAY, 6th July, at Daylight
	MISHIMA MARU Capt. A. E. Moss	9,000	WED'DAY, 20th July, at Daylight
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 3rd Aug., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hiedthal	7,000	SATURDAY, 16th July, from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SINGAPORE and YOROKAMA	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 19th July, at 4 P.M.
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 16th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 8th July, at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 5th Aug., at Noon.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen	7,000	WED'DAY, 6th July.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	5,000	WED'DAY, 6th July, at Noon.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	THURSDAY, 7th July, at Noon.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. A. Mocker	7,000	TUESDAY, 12th July.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 2nd May, 1910.

T. KUSUMOTO,
MANAGER. (13-125)

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Bodger	Manila	On 9th July, Noon.
BUBI	2540	A. Fraser	Manila	On 16th July, Noon.

For Freight or Passage apply to

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 27th June, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Sato	6,182	WED'DAY, 13th July, at Noon.
	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 10th Aug., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED'DAY, 6th July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 14th July, at 10 A.M.
TAMSUI VIA SWATOW, & AMOY	"DAJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 10th July, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, &c., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

703

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C. EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:— 16, DES VŒUX ROAD, HONGKONG. Japan Office:— 32, WATER STREET, YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

[537]

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. S. N. Co.'s str. Delhi left Singapore for this port on the 29th ultimo, and is expected here to-day.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. Empress of India arrived at Shanghai at 10.30 p.m. on the 3rd inst., and left again at 3 p.m. Monday for Hongkong, where she is due to arrive at 7 a.m. on the 7th inst.

THE AUSTRALIAN MAIL.
The E. & A. str. Aldenham from Sydney, Soc., left Manila on the 3rd inst., at 4 p.m. for this port.

THE AMERICAN MAIL.
The T.K.K. str. Nippon Maru left San Francisco on the 21st ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 19th inst.

THE SIBERIAN MAIL.
The P.M. str. Siberia left San Francisco on the 28th ultimo for Hongkong, via Honolulu, Japan and Manila, and is due to arrive here on the 29th inst.

MERCHANT STEAMERS.
The O.S.K. str. Seattle Maru from Tacoma left Moji for this port via Manila, on the 25th ult., and is expected to arrive here to-day.

The N.Y.K. str. Aki Maru (European Line) left Shanghai for this port on the 1st inst., and is expected here to-day.

The American & Manchurian Line str. Kwangtung left Saigon on the 26th ultimo, and is due here to-day.

The N.Y.K. str. Yawata Maru (Australian Line) left Nagasaki for this port on the 1st inst., and is expected here to-day.

The Mogul Line str. Braemar from United Kingdom left Singapore on the 29th ult., and is due at this port to-day.

STEAMERS PASSED THE CANAL.
June 3rd—Braemar, Manchurian, Silesia, Soyo Maru, Inverio, Japan. 7th—Benaroch, Florio. 10th—Antony, Atlas, Mars, Canada, Braemar. 14th—Carmathenburgh, Scandia, Segoria, Seneca, Thetis. 17th—Brill, Nippon, Nougara, Nore, Sunda, Telamon. 21st—Andalusia, Bnolevich, Glenearn, Kanagawa Maru. Delayed through mauling: Lennox, St. Patrick, 24th—Belgravia, Derflinger, Hlaski Maru, Klein, Polynesien, Steptor, Austral Hamelin. 28th—Aragonia, Banca, Sazania, Sirotonia. July 1st—Denador, Italia, Etna, Taurana, Welsh Prince, Kangaroo, Monalia.

ARRIVALS AT HOME.
July 1st—Hirano Maru, Meneaus, Pal-Ling.

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

IMPORT SAMPLE**SHOWROOMS**

OF BRITISH, GERMAN, FRENCH, DUTCH AND AUSTRIAN

PIECE GOODS AND SUNDRIES.

43-1]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Delhi, with the English mail of the 10th inst., left Singapore on Friday, the 1st inst., at 5.30 p.m., and may be expected here tomorrow. The parcel mails closed in London for despatch by the all sea route on the 1st of June and for despatch overland on the 8th of June.

The Empress of India, with the Canadian mail, left Shanghai on Monday, the 4th inst., at 3 p.m., and may be expected here on or about Thursday, the 7th inst., at 7 a.m.

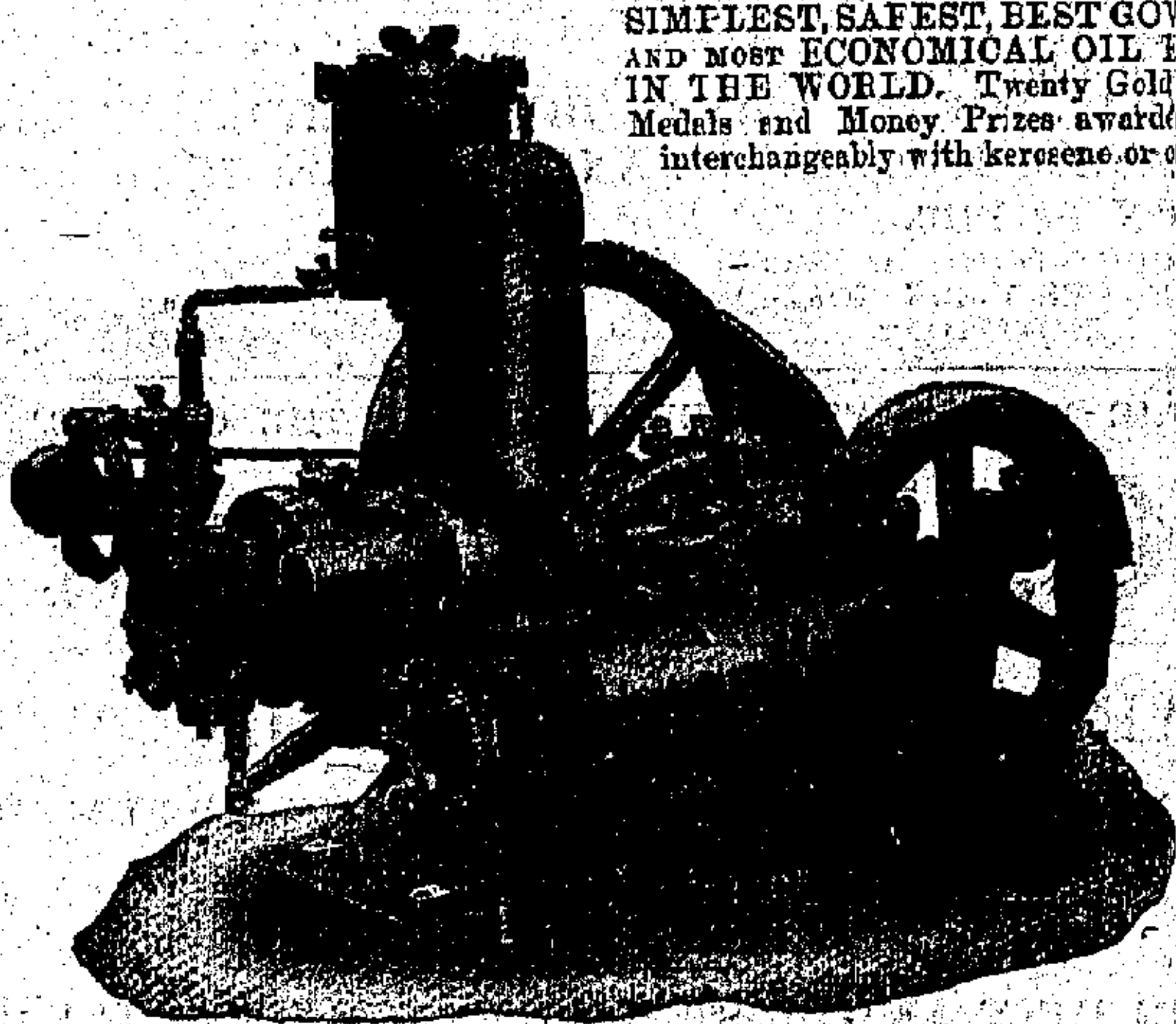
FOR	PER	DATE
Pakhoi	Johanne	Tuesday, 5th, 9.00 A.M.
Swatow, Amoy and Poochow	Hatching	Tuesday, 5th, 9.00 A.M.
Koelung, Shanghai, Moji, Kobe, Yokohama,	Kumerio	Tuesday, 5th, 10.00 A.M.
Victoria, Vancouver and Tacoma		

EUROPE, &C., INDIA VIA TUTICORIN
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)
Letters posted in all the Filler Boxes in time for the first clearance will be included in this contract mail.

Macao	Sui Tai	Tuesday, 5th, 1.15 P.M.
Singapore, Penang and Colombo	At Meru	Tuesday, 5th, 5.00 P.M.
Shanghai	Choyang	Tuesday, 5th, 5.00 P.M.
Hongkong	Onang	Tuesday, 5th, 5.00 P.M.
Fort Bayard and Haiphong	Manche	Wednesday, 6th, 8.00 A.M.
Swatow, Amoy, Ningbo and Takao	Joshin Maru	Wednesday, 6th, 9.00 A.M.
Swatow Singapore and Bangkok	Piscanulok	Wednesday, 6th, 9.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Haimun	Wednesday, 6th, 11.00 A.M.
Singapore, Penang and Calcutta	Cheongahang	Wednesday, 6th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Fookang	Wednesday, 6th, 11.00 A.M.
Macao	Nikko Maru	Wednesday, 6th, 1.15 P.M.
Manila	Sui Tai	Wednesday, 6th, 2.00 P.M.
Samarang and Sourabaya	Tam	Wednesday, 6th, 3.00 P.M.
	Shantung	Wednesday, 6th, 3.00 P.M.

PETTER OIL ENGINES

SIMPLEST, SAFEST, BEST GOVERNED,
AND MOST ECONOMICAL OIL ENGINES
IN THE WORLD. Twenty Gold and Silver
Medals and Money Prizes awarded. Work
interchangeably with kerosene or gas oil.



Sizes 1½ to 50 B.H.P. Prices for "Handy-Man" Series from \$500
Write for new Illustrated Catalogue and particulars to—
WILLIAM C. JACK & CO., LTD., 14, Des Voeux Road, Hongkong.
SOLE AGENTS FOR SOUTH CHINA. [40]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:

3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.**BRANDY ★★★★★**

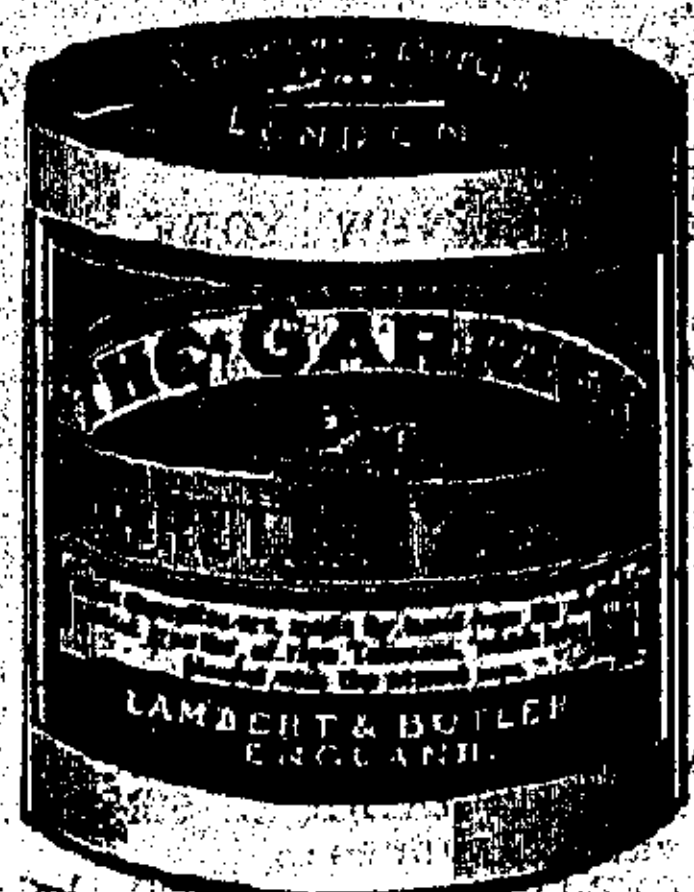
★★★★★

"IMPERIAL WHISKY"(A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.)**WHISKY, PALL MALL****WHISKY, JOHNNIE WALKER'S****OLD HIGHLAND****WHISKY, DO. WHITE LABEL****WHISKY, C. P. & CO.'S "SPECIAL****BLEND"****PORT WINE, INVALIDS****PORT WINE, DOURO****SHERRY, LA TORRE****SHERRY, AMOROSO**

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

**CONSTANT GROWTH**

Signifies

CONSTANT MERIT**"The Garrick"**

Tobacco and Cigarettes

Hold the Confidence of their Smokers.

SOLD EVERYWHERE

BRITISH-AMERICAN TOBACCO CO. LD.**SHARE LIST.—QUOTATIONS.**

HONGKONG, JULY 12th, 1910.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTA- TIONS CASH
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$945, sellers
National Bank of China, Limited	99,925	£7	£6	\$76, buyers
Bank of Communications, Limited	8,604	12/6	12/6	\$8, sellers
China Bank, Limited	60,000	\$12	\$12	\$101, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$150, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$10	\$10	\$63, sellers
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 58	Tls. 50	Tls. 122
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$6, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62
Laon-King-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240
DAIRY FARM COMPANY, LIMITED	40,000	\$72	\$6	\$19, buyers
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$57, sellers
Hongkong & Wharves Dock Co., Ltd.	50,000	\$50	all	\$59, buyers
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 78
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 118
NEWBURY & CO., LIMITED	18,000	\$25	\$25	\$10, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$7, sal. & sel.
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	\$10	\$205
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$20, sellers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$107, sellers
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25	\$33, sellers
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	\$25	all	\$150, sellers
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$177, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114, sales
China Traders Insurance Co., Limited	24,000	\$25	\$25	\$974
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 118
Union Insurance Society, Limited	12,400	\$250	\$100	\$200, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$100, buyers
Hampshire Estate and Finance Co., Ltd.	150,000	\$10	all	\$94, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$33, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 109
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sellers
Mining—				
Societe Francaise des Carrières de Tonkin	16,000	Pes. 250	all	\$625
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$7, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$144
Philippine Co., Limited	50,000	\$10	\$1	\$150, buyers
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$163, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$51, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$324
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65 (1/100)
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$102, x.d.
Star Ferry Company, Limited	10,000	\$10	\$10	\$244, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$14, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$26, buyers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, sales
Wm. Powell, Limited	15,000	\$7	\$7	\$5, sellers
Watkins, Limited	10,000	\$10	\$10	\$7, buyers
A. B. Watson & Co., Limited	90,000	\$10	\$10	\$10, buyers
Weissmann, Limited	10,000	\$10	\$4	\$111, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$300
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$7
RUBBERS—				
Singapore and Johore	—	—	—	\$19 (Str.)
Balgownie	—	—	—	\$20 (Str.)
Pagohs	—	—	—	\$45 (Str.)
Allagars	—	—	—	71
Anglo-Malaya	—	—	—	29/
Castleside, fully paid	—	—	—	150/
Highlands and Lowlands	—	—	—	136/
Kannings	—	—	—	8/ prom.
Kuala Lumpur	—	—	—	—
Ledbury's	—	—	—	95/
Linggis	—	—	—	61/6
Sepangs	—	—	—	—
Shelfords	—	—	—	—
Sungei Kapar	—	—	—	—
United Serdangs	—	—	—	135/
Bukit Kajangs	—	—	—	80/
Eastern and International	—	—	—	32/6 prom.
London Ventures	—	—	—	6/6
Shum's Paces	—	—	—	7/6
Modemans	—	—	—	110/
Batu Tigas	—	—	—	—

STOCKS	Amount	Value	Interest	Quotation
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

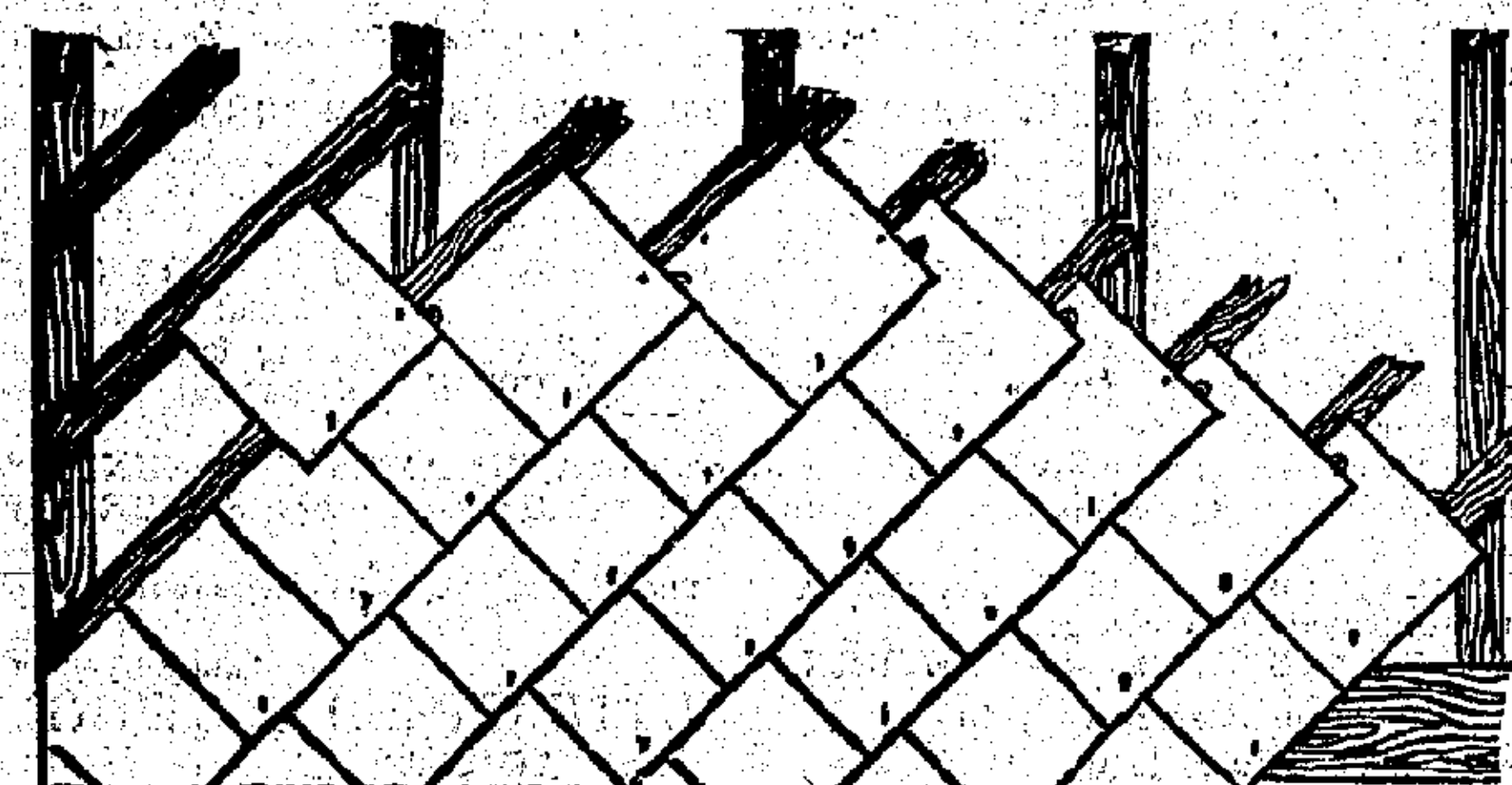
VERNON & SMYTH, Share-Brokers.

COMMERCIALEXCHANGE
CLOSING QUOTATIONS.

	July 4th
ON LONDON—	
Telegraphic Transfer	1/3 1/2
Bank Bills, on demand	1/3 1/2
Bank Bills, at 30 days' sight	1/3 1/2
Bank Bills, at 4 months' sight	1/3 1/2
Credits, at 4 months' sight	1/3 1/2
Documentary Bills, 4 months' sight	1/3 1/2
ON PARIS—	
Bank Bills, on demand	22 1/2
Credits, at 4 months' sight	22 1/2
ON GERMANY—	
On demand	38 1/2
ON NEW YORK—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	44 1/2
ON HONGKONG—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON CALCUTTA—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON SHANGHAI—	
Bank, at sight	133 1/2
Private, 30 days' sight	133 1/2
ON YOKOHAMA—	
On demand	133 1/2
ON MANILA—	
On demand	133 1/2
ON SINGAPORE—	
On demand	133 1/2
ON BATAVIA—	
On demand	133 1/2
ON HAIPHONG—	
On demand	133 1/2
ON SAIGON—	
On demand	133 1/2
ON BANGKOK—	
On demand	133 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.25
GOLD LEAF, 100 fine, per tola	\$55.40
BAB SILVER, per oz.	24 1/2

SUBSIDIARY COINS

	Per cent
Chinese	20 cents pieces—\$7.65 discount
Chinese	10 " " \$7.82 "
Hongkong	20 " " \$7.41 "
Hongkong	10 " " \$7.58 "



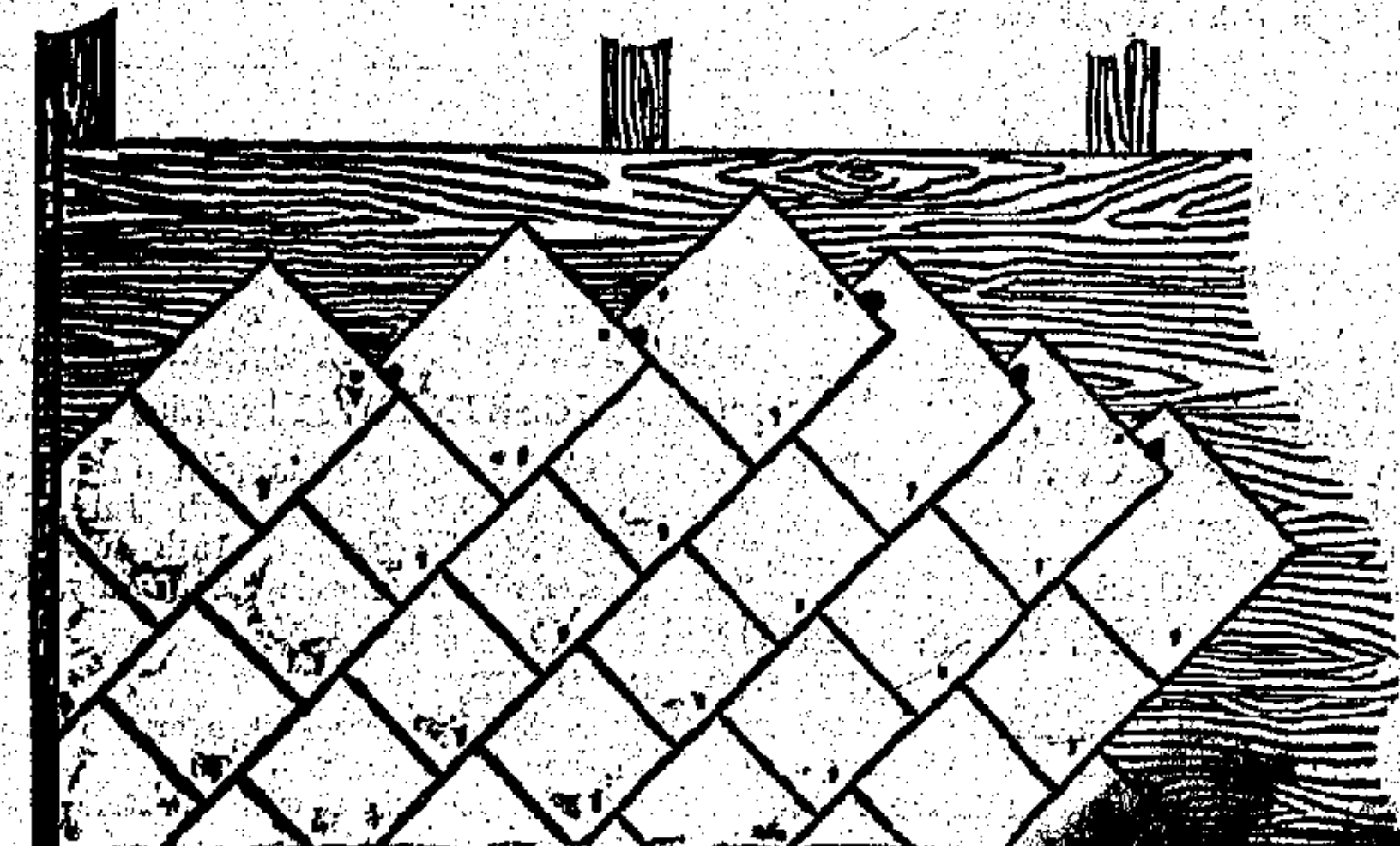
JUST THE ROOFING MATERIAL REQUIRED IN HONGKONG.

ASBEST-CEMENT PLATES
"DURABILIT"

HAVE THE FOLLOWING ADVANTAGES:—

Considerable and lasting elasticity.
Extraordinary firmness and resisting power against pulling, pushing or punching.
Absolutely weather and fire resisting and perfectly waterproof.
Perfectly even surface.
Non-heat-conducting.
Very small specific weight.
Lighter than any other material.
Does not crack or lose its colour.
Very pleasing appearance.
EASILY AND QUICKLY LAID, a hammer being the only tool required.

On account of the special system of fixing the plates, they will stand the heaviest storms without the slightest damage.



A miniature sample roof, covered with the plates, may be seen at our Office.

May also be used for a variety of other purposes, such as Ceilings, coverings of walls, tiling round ovens and stoves, floorings, and particularly to cover the walls of Hospitals, Barracks, Schools, etc.

For Prospectus, samples and all other information, apply to the Agents.

SIEMSEN & CO.

(Machinery Dept.), Hongkong

[573]

OPIMUM

July 4th.

Quotations are:—	
Malwa New	\$2,100/2,130 per picul
Malwa Old	\$2,140/2,160 "
Malwa Older	\$2,170/2,200 "
Malwa V. Old	\$2,210/2,250 "
Persian fine quality	\$1,400/1,500 "
Persian extra fine	\$2,200 "
Patna New	\$1,885 per chest
Patna Old	"
Benares New	\$1,930 "
Benares Old	\$1,880 "

VISITORS TO CANTON.
Should Purchase
**"FROM HONGKONG TO CANTON,
BY THE PEARL RIVER."**

By
CAPTAIN C. V. LLOYD,
With Illustrations, Maps and Plans.
Price ... \$1.75
On Sale at—
Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALSH.
Messrs. BROWN & CO.
Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1909.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 104, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.